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Hongkong, 20th September 1905. [a673]

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[30]

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## MARRIAGE.

On April 2nd, at Christ Church, Canton, HAROLD STAPLES, elder son of Thomas Staples, of Tooting, formerly of Canton, to HARRIET MARY, youngest daughter of CAROL W. HOOD, J.P., late of Devon-haw House, Congleton, Cheshire.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 5TH, 1906

We suggested two or three weeks ago that the Health Authorities of Hongkong, in their various efforts to stamp out infectious disease, were and had been "ploughing the sand." This discouraging idea found an echo at the meeting of the Sanitary Board on Tuesday, when various statements were made to show that its enormous expenditure of money in this connection the Colony is getting very inadequate results. First of all, a typical specimen of Sanitary Board enterprise was mentioned. This body of professional men and enthusiastic amateurs, of doctors who disagree and empirics who welcome experiments with the *empiricism* due to infallible remedies, had become enamoured of a patent dustbin. They might reasonably have recommended their pet receptacle to all and sundry, but they were not satisfied to do so; they proposed to alter their by-laws, or by-words, so as to make the purchase and use of the four-dollar dustbin compulsory. For the common weal, it is often desirable that common action should be enjoined upon the people, and in this case it was desirable that all dustbins used should be of non-absorbent material. But that was not what the sapient committee proposed; they proposed to make certain people purchase a certain article at a certain price, or at least that is what in effect their scheme would have amounted to. To reduce the risk to human health, they would rob their constituents of

that which is dearer than life itself, what our American friends call the inalienable rights of man. The next important reference was to anti-plague measures, in which it appeared that His Excellency the Governor hoped the Board might learn something from the programme followed in India. Dr. PEARSE, M.O.H., to whom the germ world is as an open book, declared there was nothing new in the paper from India, that Hongkong was working on much the same lines, although modified by local conditions. We gather from his remarks that he is in favour of offering a reward for dead rats, "say, five cents per head." This is done in Japan, and the amount paid each year does not grow any less. We suspect that if it were tried in Hongkong, a new industry, that of rat culture, would promptly start. The rapid and wholesale rate at which these animals reproduce their kind would make it a very remunerative business for the coolie population. We remember an incident in Japan, where a coolie presented for payment five or six corpses of such immature appearance that official suspicion was awakened, and the coolie detained. Another coolie entered soon afterwards, with the corpse of a female rat which bore the sign manual of a surgical operation, the nature of which may be readily guessed. JOHN CHINAMAN would improve on that. He would have sufficient patience to wait until he could offer the Sanitary Board full value for its five cents, both as to number and size. This business of rat killing is a clear case of ploughing the sands. If all the rats were exterminated, and no more allowed to enter, there would still be the cockroaches, flies, and other small deer; which Dr. PEARSE himself has told us can and probably do infect our food. The Sanitary Board, by its worship of the whitewash brush, has made respectable people afraid to report the presence of rats; was there ever, for instance, an invitation for the rat-catchers to visit any Hongkong hotel? Then those rat-flanges on ship moorings, for the omission of which shipowners and captains have often had to pay heavily, are they not as great an absurdity as any one of the experiments and fads adopted by the Sanitary Board? We have seen them ornamenting mowers which no sane rat would dream of walking on, when all he had to do was to step or jump ashore. The question of vaccinating infected blocks is settled, apparently, by the fact that there is no place to put the evicted people. Japan evicts and burns out an acre of dwellings at a time, but conditions there are of course more favourable. The Great Fire of London was a blessing in disguise, it will be remembered, but a Great Fire of Hongkong could only be of temporary benefit, with Canton continuing to send us all the germs we can swallow. That question of inspecting and quarantining arrivals from Canton seems to be regarded as impossible, in which case we are indeed ploughing in sand. What is the good of repairing a number of small leaks if we have to leave the big, gaping, central breach of disease? It is like the reported test for lunacy, possibly apocryphal, which consisted of setting the suspect to pulling out a cork into which a tap was running. If he turned off the tap, he was sane; if he didn't—the alternative we will not mention, in order to avoid causing uneasiness to our Health Authorities. Anti-vaccinators will smile at the M. O. H. on the subject of plague inoculation. He thinks it highly probable that the susceptibility to plague is increased during the first few days after inoculation, and that "whatever protection is afterwards afforded by it rapidly passes off." It is very probable, in spite of that, that in some plague-stricken land, say India, legislators will make inoculation compulsory. Some day, the millions who pin their faith to some patent medicine may realise that they have an effective majority, and willy-nilly, for the good of the community, we shall all have to swallow daily doses of Gamboje Pills for Grumbling People. It will then be of no avail to repeat Dr. PEARSE's words, "I should certainly prefer to seek protection by ordinary care of one's health."

Mr. HENRY HUMPHREYS objected to this semi-annual lime-washing as a useless annoyance of both landlord and tenant, and though we fully appreciate his arguments, we think the proposal he made, that it be compulsory once a year, was absurdly inconsequent. No one supposed, unless they were very simple, that lime-washing was a preventative or disinfectant. It was insisted upon, we are told, as an encouragement of cleanliness generally. Unless the

Sanitary Board has ceased to believe it can make Chinese peasants clean by Act of Legislature, it should not rest satisfied with defeating Mr. HUMPHREYS' motion, but should insist upon lime-washing quarterly, or even oftener. To encourage cleanliness only twice a year is as bad as to go to church only at Easter time. The question is, however, does it do anything of the sort? We have seen a Chinese shop routed out and lime-washed, the inmates objecting but only passively protesting; and the furniture and stock, covered with the extraneous accretions that had for months been the happy hunting ground of the microbe folk, was pushed back, uncleaned, against the exemplary walls. The Chinese idea was, "thank goodness, that's over;" and the hygienic good seed intended to blossom into flowers of cleanliness fell on stony ground: the Sanitary Board had, in fact, ploughed another furrow in the sand. Of a piece with the rest, may be mentioned Mr. HENRY's semi-tragic revelations, as to pools of stagnant water on Government property. It is hardly likely the Government or the contractors would have raised objection if a few of the Sanitary Board's coolies had been sent to bale out and wipe up the mosquito hatches referred to. Then the evil would not have continued while the agitated member was studying his bottleful of organic matter, and raising quite unnecessary doubts as to whether Government property is outside the law or not. It is not outside the law, where public health is concerned, and if any time is wasted in discussing abstruse legal precedents while the malarial insects are attending to their business, then the public will be entitled to say severe things, not the least severe being, "How like the Sanitary Board." Like the hoofbeats of a well-known anecdote, it was "property, property, property," that ambled through the discourse of Mr. HUMPHREYS as he begged for Cantonese statistics. We are with him there, although less hopeful; but there can be no doubt that the figures would only strikingly confirm the fact of which we are fully persuaded, and against which the Sanitary Board confesses it has no remedy. Canton is the source of most of our disease. We have told recently how brazenly the most infectious and contagious diseases stalk abroad at Canton; and if the Chinese authorities are so indifferent to the diseases their people live with, it is hardly to be expected they will pay much attention to the complaints they die of. Hence any statistics they send are unlikely to be of much service, and we hope Mr. HUMPHREYS' remark that they would be "worth much money" will not be taken seriously by the TREASURER. In various places the remark occurs that certain sanitary reforms are out of the question because they cost too much. Apart from the view that considerations of expense should not outweigh real needs, there is the reflection that in much experimenting and tinkering, much money is wasted, and the public needlessly worried. We are rather sorry that Mr. LAU CHU-PAK, whose excellent argument "minute" speaks for itself, did not say something in reply to Dr. CHAN's remark that we cannot quarantine Canton because we "depend mostly for many of our supplies on Canton." We should be glad of a really sound demonstration that we cannot manage without those supplies.

Yesterday's plague return was six cases, the last one being numbered 112.

A humorous account of a trip in a motor-boat at Poochoo suggests that the new craft are not yet a conspicuous success up there.

The Union Church Literary Club will hold its closing social and business meeting this evening (Thursday), when the election of officers, committee, etc., will take place.

The Japanese squadron has reached Manila, and a local paper, in a well-meant welcome, refers to the men as "sons of Eta." It may be mentioned that "eta" means "pariah," or outlaw.

The result of a postcard poll of Bath ratepayers to ascertain whether the citizens were in favour of accepting an offer of Mr. Carnegie to give £13,000 for a free library was made known yesterday. The voting was—For, 2,109; against, 4,761.

The s.s. *Mongolia* lost a day between Hongkong and Shanghai owing to the dense fogs which prevailed. On the second day out from Hongkong the vessel ran down a Chinese fishing smack in the obscurity of the fog, and it was feared that some of the crew of the junk perished, although it was not known to a certainty. Two of the shipwrecked Chioamen were picked up by the *Mongolia's* lifeboat and each given a sack of rice and were placed aboard another fishingboat that happened to pass.

A mob of horses arrived here from Rockhampton, Queensland, by the C. N. steamer *Taiyuan* yesterday. They are consigned to Shanghai, where they are to be offered for sale by public auction.

Messrs. E. S. Kadoorie & Co. have received the following telegram:—"The Chinese Engineering and Mining Company, Limited, have declared a dividend (Coupon No. 6) of one (1) shilling per share."

It is announced that next year the German War Office will send several army officers to Japan. These officers have already received notice that they have been selected by the War Office for this purpose. They are all first lieutenants, and five of them, who are attaché to the Headquarters Staff, are attending the lectures at the Institute of Oriental Languages. Three other selected officers belonging to the Academy of War, are also learning Japanese. The German War Office wishes to see its officers capable of reading the original text of the official reports drawn up by the Japanese generals during the recent war in the Far East.

On Feb. 22 Sir Gorell Barnes had before him a case in which a probate was asked of a will on a small piece of paper. It was that of Mr. Frederick Charles William Thorne, of 172, Amesbury Avenue, Stratham, who died in May last year, leaving property to the value of about £3,000, most of it a reversionary interest which came to him on the death of his father. A day or so before he died Mr. Thorne had a paralytic seizure, and, asking for a piece of paper, wrote on it, in the presence of his children, "All to mother—C. T." This was witnessed by Arthur Thorne and Percy Thorne. The testator then asked for another piece of paper, and told one of those present to write on it, "My dear Mary Ann Thorne"—meaning his wife. The judge held that the document was valid, although it was probably the shortest will ever seen. He thought it was a document intended to be a will and as such must be admitted to probate.

By kind permission of Lt.-Col. Aitkin and Officers of the Band of the 119th Infantry will play the following programme of music, at the King Edward Hotel during dinner, on Thursday, the 5th April, 1906 (weather permitting):—  
March..... "The Queen's Guard,"..... Williams Overture..... "Hayden,"..... Aubert Waltz..... "The River of Years,"..... Liddell Selection..... "A Runaway Girl,"..... Caryll Piccolo Solo..... "Lilliputian,"..... Brower Descriptive Piece "Oak, Oak,"..... Thurban Dinner Menu—Hors d'Oeuvre—Scotch Egg on Toast, Soup—Crab and Chicken, Macaroni, Fish—Roasted and Anchovy Sauce. Entrees—Roasted Brisket of Pigeon and Mushrooms, Chicken Cutlets and Mashed Potatoes, Sausage and Aspic, Curry—Kebab, Joint—Roast Australian Leg of Mutton and Red Currant Jelly, Roast Capon and Ham. Cold Meats—Sirloin of Beef, Pheasant, Sole—Mixed Vegetables—Baked Potatoes, Chipped Potatoes, French Beans, Roiled Cabbage, Boiled Rice, Entremets—Suet Pudding, Pineapple Ice Cream and Finger Cakes, Almond Macaroons, Cheese. Fruit. Tea. Coffee. Preserved Chow-chow.

A Pittsburg despatch dated February 14 says:—Charles M. Schwab, the former president of the United States Steel Corporation, is richer by a trifle over a million dollars this evening than he was yesterday morning. He didn't have to work for the additional riches, either. All he did was to sit still and watch gold pile up. It was brought to him by the remarkable rise in the value of Tonopah mining stock. When the stock market opened yesterday morning, after having been closed since Saturday, on account of the holiday, Tonopah Extension was quoted at \$8.55. It immediately became active and continued so all through yesterday and to-day, and when the market closed this evening it was selling at \$11.50. The brokers expect to see it keep on going up. Mr. Schwab owns the majority of the Tonopah stock. He has 350,000 shares, so that he cleaned up on the present rise just \$1,135,750. Mr. Schwab was one of the first big men in the country to become interested in Tonopah, and a great deal, although not all of his stock, is said to have been purchased at 25 cents a share. To-day every share that he owns is worth \$11.50.

## ROYAL HONGKONG YACHT CLUB

Mr. Mitchell having, with his usual generosity, offered prizes of champagne to be sailed for, the race took place on March 31st, round Channel Rocks, Coast Rocks, and Meyer's East Buoy. Min had the best start. *Dione*, *Vernon*, and *Kathleen*, all hoping for a duke, made for the North shore, while the remainder kept a middle course, where the tide was strongest and the wind steady. *Dione* rounded Channel Rocks followed by *Vernon* and *Colleen*. From here onwards, Min began to catch up, a wonderful way as the wind fell, and eventually saved her time easily on the leading boats, though *Doreen* challenged her. *Paysan* early lost her bobstay, so that, with the exception of *Daisy*, the handicap worked out very close. Times:—

<i>Vernon</i> .....	4 13 23	4 13 23 (8)
<i>Dione</i> .....	4 13 30	4 13 30 (9)
<i>Min</i> .....	4 14 07	4 06 37 (1)
<i>Colleen</i> .....	4 17 44	4 10 11 (4)
<i>Amelia</i> .....	4 18 28	4 12 58 (7)
<i>Panilo</i> .....	4 19 10	4 11 40 (5)
<i>Kathleen</i> .....	4 19 15	4 11 45 (6)
<i>Gloria</i> .....	4 19 53	4 9 53 (3)
<i>Doreen</i> .....	4 25 39	4 7 39 (2)
<i>Paysan</i> .....	4 38 29	4 17 29 (10)
<i>Daisy</i> .....	4 53 55	4 32 55 (11)

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following telegram:—  
On the 4th at 11.55 p.m.—The barometer has fallen over E. Japan, owing to the depression which is passing in the Pacific to the North of Japan.  
Pressure is highest over the Yellow Sea. Gradients continue slight, and moderate E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.  
Forecast:—Moderate E. winds; rainy.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE ELECTIONS IN RUSSIA.

LONDON, April 2nd.  
Most of the towns in Russia, where elections have been held, have produced fiascos. The Constitutional Democrats continue their successes, and have exclusively carried the Imperial residences, the towns of Tsarkoe Selo, Peterhoff, Gatchina and Oranienbaum. The primary workmen's elections in Odessa were fixed for yesterday, but the whole of the 66 candidates were arrested owing to their Liberal tendencies.

## EXECUTION OF THE NATAL NATIVES.

LONDON, April 2nd.  
The natives who murdered the police in Natal have been executed by shooting.

## THE AMERICA CUP.

LONDON, April 2nd.  
Sir Thomas Lipton has commissioned Mylne, of Glasgow, to design a new challenger for the America cup.

## NEW RUSSIAN LOAN.

LONDON, April 2nd.  
The *Times* states that a new Russian loan of £50,000,000 is expected immediately after Easter to be started in Paris, and that France will take £40,000,000 of it.

## THE REVENUE OF GREAT BRITAIN.

LONDON, April 2nd.  
The surplus of the revenue of Great Britain to the 31st March is £3,491,000, not £4,879,200 as previously telegraphed. (\*Our telegram of 2nd inst. gave the surplus £3,465,920.—H.D.P.)

## JAPANESE IN INLAND CHINA.

A N.C. Daily News correspondent at Hainghu, Fu, writes the following complaint:—  
For several years past there have been Japanese adventures exploiting the people of this region. These men came into a neighbourhood that seems to be ripe for their schemes, by reason of clan or village quarrels, and they give out that they are starting a Japanese Church. They may rent a house, or they may not. No church services are held; no instruction is given, though the "Church" is supposed to be Buddhist. They charge an admission or enrolment fee, usually one dollar, and give a receipt, which is supposed to protect the recipient from all trouble with his neighbours' other yamen. It is needless to say that the organisation is purely political. These Japanese tramps for they are peripatetic, take in as many fees as they can, take up whatever law suits their "members" may have, get out of it what money they can, and then move on to "pastures new" when the grass gets short. They have given the local magistrates much trouble, and the magistrates have complained to the higher authorities, but at least accounts they are still pursuing the same methods. The Japanese Government should put a stop to this kind of work by their nationals. It is giving Japan a very unsavoury reputation along this southern coast. Surely no-one of any nation should be permitted to organise "churches" who are not the accredited representatives of some responsible society or party in his own land, and for whose good behaviour the diplomatic representative of his country can vouch.

## THE END OF THE AMERICAN COPPER WAR.

Announcement of the ending of the great copper war between the Heineze and Amalgamated Copper interests has been made during the week, and thereby one of the long-rumoured deals which Wall-street has talked about for years has been consummated. The arrangement that has now been entered into is likely to have a far-reaching influence on the entire copper trade in the world. It is denied that any actual consolidation of the Heineze and Amalgamated property will take place, but it is officially stated that the mines that have been so long in litigation have been taken out of the hands of the Heinezes and will in future be operated by an entirely new company composed of interests friendly to the Amalgamated people. The history of the struggle between these rival groups of capitalists is one of the most extraordinary that has ever been written, involving as it does the debauching of the entire State of Montana, the buying of Legislatures, the corrupting of the judiciary, the piling of injunction upon injunction, and suits for millions upon millions of dollars. Heineze first entered the Montana copper field in 1897, and two years later the Amalgamated Copper Company was formed by Standard Oil interests, its principal asset being the control of the famous Anaconda Copper Mining Company. Besides this, it owned wholly or in part a long list of other mining properties and engaged in a very extensive business in coal mining, timber lands, railroading, real estate, etc. Trouble commenced from the time of the formation of this company, charges being made that Heineze had broken through his former mine and was stealing Anaconda ore. From that time on it was one long story of litigation until at the present time there are over 100 lawsuits in existence between the two interests, involving upwards of \$40,000,000. Heineze proved the most formidable opponent the Standard Oil party ever had. Now that peace has been declared the Amalgamated interests, together with the Guggenheims, and possibly Senator Clark, will remain in control, but the price paid to the Heinezes is a very big one. The combination will control at least 60 per cent. of the entire copper production of the country, and it is said that by taking in the Guggenheims, who are the dominant factors in the American Smelting and Refining Company and the Guggenheim Exploration Company, it is the intention to form another colossal corporation, second only to the United States Steel Corporation, which will bring under one control the entire copper, lead, and silver interests of the country.—*Times*.

## CANTON.

(FROM OUR CORRESPONDENT.)

April 3rd.  
THE VICEROY AND THE MERCHANTS.  
In reply to a dispatch sent by the General Chamber of Commerce, Viceroy Shun issued the following proclamation:—"I am very pleased to hear that you have already collected over \$1,800,000, being twenty per cent. of the share subscriptions, that this amount does not include shares that have been subscribed abroad; and that the \$2,000,000 received for the purpose of building the railway will be forthcoming before long. I observe that the merchants are united in the carrying out of public affairs. This will not only be beneficial to the Kwangtung Province, but also to the three provinces that are interested in it. I will immediately memorialize to the Throne that the construction and control of the railway has been handed over to the merchants, and will also forward a dispatch to the Board of Commerce requesting them to put same on record. As this is a huge undertaking, and there are many important affairs that have to be put through daily, you ought to appoint a Chief Director. I request the nine large charitable institutions and the 72 guilds to (temporarily) take over the concern from the Government. Hereafter the local authorities will afford protection to the merchants and the railway, but will not interfere with its finances or its employees. Should anybody interfere with the railway the people are requested to send petitions to the local authorities, who will give their attention to the matter and will cause such offenders to be severely punished. All the taxes I have authorized to be levied, such as the Tai-Po, field and others, for the purpose of raising funds for the railway will be abolished, as you have got the necessary capital. I trust that unity amongst the merchants will steadily strengthen and that they will push matters forward so as to get all the shares subscribed. As the interest on the foreign loan will fall due on the 8th inst. and as you stated in your despatch that you are unable to touch the money subscribed as the company is not yet regularly planted, I have already instructed the Sin-Han-Kek to prepare the amount and to pay it on the due date. When the merchants take over the concern from the Government they are to reimburse the amount. I have issued this proclamation for the information of the public."

## FIRE IN DES VOEUX ROAD.

Early yesterday morning the Fire Brigade, under Chief Inspector Baker, were called out to an outbreak of fire at the Wing Shan Wo medicine shop at 184, Des Voeux Road. Originating in the drying room, the flames had quickly spread to the neighbouring medicine shop, to save which the brigade directed their attention. Unfortunately they were handicapped by the insufficiency of the water supply, and had to rely on what they could obtain from the fire-boat and the engine. Eventually the conflagration was extinguished, but not before damage, estimated at \$25,000 had been done to both shops. Both are insured for a total of \$85,000.

## POLICE COURT.

Wednesday, April 4th.

BEFORE MR. F. A. HAZELAND  
(FIRST POLICE MAGISTRATE).

## FAMILY WASHING.

Two Chinese women, relatives, were charged with fighting with each other. They quarrelled over a torn jacket and one bit the other's thumb so deeply that it only hung by the skin. Each was fined \$2.

## DARING THEFTS.

A native was sentenced to three weeks' imprisonment and six hours in the stocks for stealing two clocks on successive days from steam launches at Yarmat.

## POCKET-PICKING.

A Chinaman, who picked a compatriot's pocket on the Canton wharf and made off with \$8 on Tuesday night, was committed to prison for 14 days.

## GAMBLERS.

Ten men arrested by P. S. Gordon for gambling at 21, Western Street were convicted. The leader was fined \$25 and the remainder \$1 each.

BEFORE MR. C. D. MCBURNE (SECOND POLICE MAGISTRATE).

## AN EXTRADITION CASE.

The case in which the extradition of three coolies was asked by the Chinese Government on charges of murder, arson and armed robbery was resumed. The offences were alleged to have been committed in the Sha-po village in the Sun On district, province of Kwangtung, on November 20th last. Mr. G. E. Morrell (from the office of Messrs. Denny and Bowley) conducted the case on behalf of the prosecution and Mr. H. E. Pollock, K.C., instructed by Mr. A. C. Holborow (of Messrs. Deacon, Looker and Deacon), defended.  
Evidence was given to the effect that one defendant was arrested at the Roman Catholic Reformatory of West Point under a warrant, the second in a house in New Street, and the third on the street in Bonham Strand.  
Mr. Pollock said that before going into the evidence with reference to the *alibi* which he thought he would be able to prove on the part of the first and third defendants, he would make a few observations on the evidence for the prosecution. He would show that the witnesses were unreliable, inasmuch as they had said that the village of Sha-po was usually quiet, but as a matter of fact there were two parties of Choi in the village and there had been frequent disputes in connection with land. Adjourned.



## SUPREME COURT.

Wednesday, April 4th.

## IN BANKRUPTCY.

BY VICE SIR FRANCIS PROBERT (CHIEF JUSTICE).

## WHAT IS A PLEDGE?

Re Hing Sing Cheong ex parte the Hamburg Amerika Linie.

This was an application by Mr. G. H. Wake-man, Official Receiver, that the sum of \$7,247, the net proceeds of certain goods stored in the name of the debtors, form part of the estate of the debtors.

Mr. H. W. Lecker (of Messrs. Dawson, Looker and Deacon) opposed the application on behalf of the Yan On Fire Insurance Co.

In delivering his decision, his Lordship said the Yan On Insurance Co. lent to the Hing Sing Cheong firm a certain sum of money on the security of a godown warrant given by the Hop Yick Godown in respect of 300 sheets of tin. Money was also lent on the security of certain bags of pepper, and entries were made in the books of the Godown Co. of the pledge. Notwithstanding the existence of such pledge the Godown Co. allowed the firm to receive some of the tin and pepper, but received from the firm some other goods without the knowledge of the Yan On Co. An entry was made in the books of the godown that the other goods were held in substitution of the original goods pledged. The Yan On remained satisfied, but did not receive a fresh godown warrant. The trustee in bankruptcy has sold these substituted goods in the bankruptcy of the Hing Sing Cheong firm and the Yan On claims the proceeds. This claim is resisted by the trustee on the ground that the Yan On has not got the godown warrant, and he contends that without it the pledge is incomplete. The point raised is really this: Is a godown warrant so indisputable a document of title that the recognition of the substituted pledge in the books of the Godown Co. is insufficient to establish the title of the Yan On? It seems that on the authority of Young v. Lambert, 22 L. T. 459, such a recognition in the books would be sufficient if there is no document of title. But is it good if there is a document of title such as a godown warrant? If the trustee's contention were sound, that the godown warrant is indisputable, this would be putting the godown warrant on the same level as a bill of lading. But there is abundance of authority to show that it is not entitled to be so treated (see new Encyclopaedia; dock warrant and authorities therein cited). I am therefore of opinion that the Yan On Co. is entitled to the proceeds of the sale of the substituted goods and costs.

## ANOTHER PARTNERSHIP CASE.

The Lai Hing firm ex parte Ma Leung-ko.

This was the trial of an issue to determine whether Wong Ka-cheung was, at the presentation of a petition in bankruptcy, a partner in the Lai Hing firm.

Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Brutton (of Messrs. Brutton, Helt and Goldring), appeared for the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka-cheung.

The case was heard before the following jury:—Messrs. H. M. Kendall, G. Koenig, A. E. Blaney, G. H. Schoenemann, D. H. Silas, J. C. Gow and O. H. Schneider.

Mr. Sharp, after reading affidavits filed in the action, informed the jury the question they would have to answer was whether Wong Ka-cheung was a partner in the Lai Hing Bank at the time of its bankruptcy. The Lai Hing firm appeared to have been established somewhere about 1872 and to have carried on business for a good many years prosperously. He would show that Wong Ka-cheung had been one of the managing partners; he thought the evidence would prove that he was really the principal partner for many years. The evidence would be substantially directed to the last one or two years before the bankruptcy, because the real point to consider was whether Wong Ka-cheung was a partner when the firm became bankrupt. Shortly before last Chinese New Year it became generally known that the Lai Hing bank was in financial difficulties; as the jury would not doubt remember, trouble of the kind was rather general in the Chinese mercantile community at that time. The bank held on deposit a large amount of money belonging to Chinese merchants, and these men, when the report got abroad that the bank was in difficulties, naturally went there to learn the real state of affairs. He would call several who had visited the bank and could say that they saw Wong Ka-cheung and Ma Fat-tung, who was also a partner, and discussed with them the position of the bank and the question of their own particular deposits. A few of them were able to obtain payment; most of them were not. They would tell the court that they were put off by promises mainly made by Wong Ka-cheung, to whom they looked because he was the most substantial person in the bank. Chinese New Year fell on the 4th February. On the 9th the creditors were summoned to a creditors' meeting. Three partners of the bank presided at that meeting—Wong Ka-cheung, Ma Fat-tung and another—and there were about 20 or 30 creditors present. The first partner to address the meeting was Ma Fat-tung. He told the creditors the bank was unable to collect its outstanding and asked for time. He also produced a draft agreement intended for the creditors' signatures in which they were to consent to wait nine months for half their debt and eighteen months for the balance. They refused to do this, whereupon Wong Ka-cheung got up and addressed them. He repeated the arguments of the first speaker and proposed to reduce the time to six months and twelve months. The bank's books were

then referred to. They appeared to have shown outstanding assets of about \$1,000,000 and liabilities of about \$1,700,000, showing a balance in the bank's favour if the amount could be collected of two lakhs of dollars. Counsel would prove that Wong Ka-cheung said: "We three (that was himself and the other two partners) are substantial—or some word equivalent in Chinese—and if any of these debts are bad we will make up the deficiency; if the bank cannot pay you we will." At the end of the speech the other partners expressed their agreement with Wong Ka-cheung's proposal, and the creditors said they would fall in with the proposed arrangements, relying on Wong Ka-cheung, whom they regarded as the substantial person. Finally, they all signed the agreement in its modified form. About two months after that meeting a petition in bankruptcy was filed by a creditor, and Wong Ka-cheung's property in China was attached. He petitioned the Viceroy and district magistrate to get it released, telling them that he had been living for many years in retirement in China. Further he told the Viceroy that all partnerships must be registered here.

Mr. Slade—I don't know whether my friend will prove the Chinese documents.

Mr. Sharp—I shall prove that Wong Ka-cheung has made affidavits in this Court, one as recently as July, 1904—six years after he alleges he retired from the bank—stating that he was the managing partner of the Lai Hing Bank.

Continuing, Counsel said these affidavits were made in other actions, and would suffice for the Official Receiver's case. But he had much more evidence; he would prove that Chinese merchants were induced to do business and deposit money with this bank by Wong Ka-cheung's statement that he was a partner long after the period he alleged he finally retired from the bank. He would also prove that up to the last Wong Ka-cheung was in frequent, practically in constant, attendance at the bank as a partner, and that the bank's receipts were indiscriminately chopped with Wong Ka-cheung's chop or the bank chop.

The defence apparently was that Wong Ka-cheung left the firm in 1898, nearly eight years ago, but the evidence in the Official Receiver's case dealt with more recent times entirely, and showed that for the last two or three years Wong Ka-cheung was a partner. The business of the Lai Hing was transferred at that time by the old partners to a syndicate called the Kwong Tai Tong. An advertisement in a Chinese paper at the time gave the names of those who gave up their shares, but Wong Ka-cheung's name was not comprised in the list.

Mr. Slade—Do you suggest that that is a complete list of the partners?

Mr. Sharp—Yes, a complete list.

His Lordship—Do you put your case, then, on the ground of a holding out?

Mr. Sharp—No, my Lord. Holding out is the liability a man incurs by acting in such a way that people may reasonably suppose he is a partner. We say the man said himself he was a partner during that period of two years, and it is the best evidence of actual partnership.

Mr. Sharp, continuing, said it was also suggested by the defence that Wong Ka-cheung was a partner in a samshin firm at Canton in 1893. Being a partner in one firm did not prevent his being a partner in the other. As they put it, this was a conspiracy between Wong Ka-cheung, Ma Fat-tung and the other partners in this bank to deny Wong Ka-cheung's partnership and so save his property to the defraud of the creditors. It was the old story; another of the innumerable cases that came before this Court showing the necessity for some record of Chinese partnerships. So long as business prospered there were plenty of partners. If it went wrong, somebody was put forward to bear the brunt; doubtless he was compensated for it, but the real principal partner usually disappeared. Here Ma Fat-tung had been put forward in this way, but when the jury had heard the evidence they would have no doubt that Wong Ka-cheung was a partner in the bank at the time of the bankruptcy.

The case was adjourned.

## A CHINESE TRAIN DE LUXE.

The *Hankow Daily News* of March 24th says:—On Thursday afternoon a very interesting trial of the "Train de Luxe" which is intended to run between Peking and Hankow and vice versa on the Lu-Han Railway, took place. A number of visitors were invited and the trial was made with the most satisfactory results. The distance run was from the ten kilometre station to Hankow; the airbrakes were tested several times and noted splendidly. The train was composed of engine, a twenty-ton goods car, a baggage van, a third-class Chinese open car, a luggage van and sleeping car, a dining car, a two-first-class sleeping car, a luggage van and postal car combined, a third-class carriage and a twenty-ton goods truck. The sleeping arrangements on both the first and second-class carriages differ from the American Pullman car system, and much resemble, in arrangement, those on the Trans-Siberian Railway. Each compartment is fitted with four bunks or beds, the upper bunks, however, can be taken down and the compartment made into one or two. The cars are very comfortable and substantially made, and with a well-appointed dining car attached to the train, passengers travelling between Hankow and Peking will enjoy every luxury. There is electric light in the first-class carriages and the dining car. In fact the whole train is fitted out in first-class European style.

The train was intended to leave Hankow for Peking yesterday empty and after the inspection by the Chinese officials there, the "Train de Luxe" will leave Peking on its first regular journey with passengers, etc., about 15th April, after which there will be a regular weekly service from either end which is expected to complete the distance in thirty-six hours.

The usual daily train will commence carrying cargo, etc., on the 1st April, and is timed to do the journey from Hankow to Peking and the other way in three days instead of four. The Yellow River bridge is found to be a substantial piece of work and all trains will now pass over it.

## HONGKONG VOLUNTEER RIFLE CLUB.

Announcement has just been made that by permission of the Commandant a prize meeting under the auspices of the Hongkong Volunteer Rifle Club, will take place on the Tai Hang Range on Friday, Saturday and Monday, 13th, 14th and 16th April. The meeting, which is to be conducted under N. R. A. rules, should appeal to all Volunteers, there being an interesting series of competitions, as will be seen from the appended programme:—

1. CORPS CHAMPIONSHIP.—Open to all members of the Hongkong Volunteer Rifle Club. Range—200, 500 and 600 yds. No. of shots—seven at each. Entrance fee \$1.00. Cap to be won two years in succession before becoming the property of the winner. Second and third prizes. Presented.

2. RIFLE HANDICAP.—Open to members of the Hongkong Volunteer Rifle Club and instructors only. Distance 200 yards. No. of shots—seven. Entrance fee 50 cents. Five prizes a value \$8. per cent. of the entries.

3. RIFLE HANDICAP.—Open to members of the Hongkong Volunteer Rifle Club and instructors only. Distance 500 yards. No. of shots—seven. Entrance fee 50 cents. Five prizes a value \$9 per cent. of the entries.

4. RIFLE HANDICAP.—Open to members of the Hongkong Volunteer Rifle Club and instructors only. Distance 600 yards. No. of shots—seven. Entrance fee 50 cents. Five prizes a value \$9 per cent. of the entries.

5. RIFLE AGGREGATE.—Net. For competitors whose respective scores in Nos. 2, 3 and 4 make up the highest aggregate. Entrance fee 50 cents. Two prizes. Presented.

6. RIFLE AGGREGATE.—Handicap.—For competitors whose respective scores including handicap in Nos. 2, 3 and 4 make up the highest aggregate. Entrance fee 50 cents. Three prizes. Presented.

7. OFFICERS ONLY.—HANDICAP.—Open to members of the Hongkong Volunteer Rifle Club only. Distances 200, 500 and 600 yards. No. of shots—seven at each range. Entrance fee 50 cents. One prize. Presented. To be shot simultaneously with Nos. 2, 3 and 4.

8. DISAPPEARING TARGET.—Net. Open to members of the Hongkong Volunteer Rifle Club only. Distance 500 yards. No. of shots—seven. No sighting shot allowed. Magazine to be used. Target exposed for 45 seconds only. Entrance fee 50 cents. Three prizes. 50 per cent. of entries.

9. ALL COMERS.—Competitions for All Comers, British only. Limited to Army, Navy, Police, Volunteer Reserves. Rifles or Carbines. Will take place simultaneously with the foregoing events at Ranges 200, 500 and 600 yards. No. of shots—seven at each range. Unlimited entries. Fees 30 cents per ticket. Three prizes at each range value 60 per cent. of tickets sold.

10. ALL COMERS' AGGREGATE.—For Competitors whose respective scores at each range in No. 9 make up the highest aggregate. Entrance fee \$1.00. Two prizes. Presented.

11. LADIES' NOMINATION.—Net Score.—Open to ladies or members of the Hongkong Volunteer Rifle Club and instructors nominated by a lady resident in the Colony and over 16 years of age. No lady to nominate more than one representative and no member to shoot for more than one lady. Distance 300 yards. No. of shots—five. Entrance fee 50 cents. Prizes presented.

12. CONSOLATION PRIZE.—Net Score.—Open to members of the Hongkong Volunteer Rifle Club only who have not won a prize at this Meeting. Distance 300 yards. No. of shots—seven. No entrance fee. One prize. Presented.

Entries for all events except Nos. 9, 10, 11 and 12 close on Monday next.

## HONGKONG AS A GOOD EXAMPLE.

The *New York Commercial* says: "The small barren rock of Hongkong, taken over by England long through good government and commercial enterprise, developed into one of the most important ports in the world. How can a trading nation like ours consistently condemn or neglect principles and methods by which England has built up and held hitherto unchallenged her magnificent eastern possessions. In our treatment of matters Asiatic it looks as if we had arrived at the parting of the ways. It is obviously that the Russo-Japanese war, and the subsequent modified the whole situation. Two policies can be followed by us—the one, the policy of the past has been the one of 'the strong man well armed'—one based solely on the maintenance of existing commercial treaties right or that of others in contemplation as a missionary of trade only and exclusively. Thus the spread of rail and Christian piety throughout China, together with a fine 'side line' in opium, obtained gratifying proportions to the enrichment of her Indian and colonial plantations—but from very small beginnings.

We hold the Philippines! At present, can they be truthfully said to be in really powerful hands—those glittering jewels of the sea, which a kindly Providence has given us presumably for our ulterior benefit?

There the United States can really afford another good text-book for Chinese civilization; there, no Delicate methods for the Philippines, no impassioned orations on liberty, nor even the translation of our Scriptures in a choicest Tagalog will avail us much in the struggle for the control of the Pacific trade; but rather an impregnable and inexhaustible naval stronghold or even two, a full-equipped naval base and point d'appui; for, after all, it is undisputed that Force is the one and only factor that commands the respect of the Asiatic. No bookmen, no scholars, no idealists in our time to transcend Chinese modes of thought; nor should their councils, amiably Utopian, deflect our true national policy one hair's breadth from purely practical aims and commercial considerations in dealing with the huge Mongolian empire—which, as Cavour remarked of Italy, is only a 'geographical expression.' Perhaps it is as well for the rest of the world that China, like the commercial product of the same name, has a remarkable tendency for going to pieces."

## FRENCH RAILWAYS IN CHINA.

The *N. C. Daily News* correspondent at Mengtze, Yunnan, writing on Feb. 17th, says:—

The work on the French railway is getting on, notwithstanding great difficulties. The work on the French railway is getting on, notwithstanding great difficulties. The work on the French railway is getting on, notwithstanding great difficulties.

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## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (£2-12-6d.) \$38.00  
No. 4 CARTRIDGE (25-15-0d.) \$60.00

## LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

[35]

## OUR SPECIAL.

BLEND OF

FINEST OLD

SCOTCH WHISKIES.

## "CLUB" SCOTCH WHISKY

\$14.00

PER DOZEN.

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

[35]

## BRITISH NORTH BORNEO.

ITS POTENTIALITIES AND PEOPLE.

The modern history of British North Borneo commenced with the occupation of the island of Labuan by the British Government in 1847. Since then the island has passed through many vicissitudes. The concession of territory from the Sultan of Brunei to the American Consul in 1865 was afterwards transferred to an American trading company, and ultimately, in 1881, the British North Borneo Provisional Association, Limited, was formed, taking over the concession with all rights and properties. A Royal Charter was granted to this association in 1881, and the British North Borneo Company was formed in 1882. Six years later the British Government declared the territory to be under the protection of Great Britain. Labuan was placed under the administration of the company in 1890, and in 1898 the company secured a large accession of territory by transfer from the Sultan of Brunei.

The territory now administered by the British North Borneo Company is approximately 31,000 square miles. Unlike the other large islands of Australasia, Borneo possesses not a single volcano, but it is well watered with streams, particularly on the eastern side, and the country possesses abundances of natural resources, though the indigenous population, the Dyaks, are not very numerous. The entire population of the vast territory is estimated at 200,000, including 20,000 Chinese. A railway of 120 miles in length has now been completed on the west coast, opening up a vast amount of fertile territory. It has been decided to extend this railway when funds become available to Cowie Harbour on the eastern side, where a coalfield exists.

We learn from the speech of Mr. W. C. Cowie, the managing director of the company, delivered at the annual dinner last December, that iron ore in enormous quantities, estimated at 25,000,000 tons, is being worked. Gold mining, it must be confessed, has so far proved somewhat unsatisfactory, but there appears no doubt that valuable deposits of copper and chromite await development. It would not greatly surprise us to find, however, that the most profitable product of the timber trade is the country rubber, though the timber trade is also capable of very great expansion. Borneo cigars are now known to most smokers, and though, perhaps, not equal to the finest products of the West Indies, are certainly sound and reliable smokers.

The southern portion of the island, Dutch Borneo, exports tobacco, sugar, pepper, edible oils, sea shells, and gutta serena. The British area produces excellent camphor and in addition the products mentioned above, coffee and pepper are also cultivated. Commercial Intelligence.

## SHARP FALL IN SOUTH AFRICAN SHARES.

HEAVY LOSSES OF THE BRITISH INVESTOR.

A London paper just arrived says:—Yesterday there was further heavy selling of South African shares, and the prices touched were the lowest recorded for many years.

The extent of the fall will be realised by comparing



**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
Telegraphic Address: PUNN, CODES: A.B.C., 5th Ed. Editor's.  
P.O. Box, 33. Telephone No. 12.

**NEW ADVERTISEMENTS**  
TO BE LET.

**NO. 4, LOWER MOSQUE TERRACE.**  
Apply to—  
No. 3, LOWER MOSQUE TERRACE.  
Dated the 4th day of April, 1906. [810]  
**HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.**

**THE SHARE CERTIFICATE No. 85**  
for Thirteen Shares numbered 195289 to 195311 inclusive, on which the sum of \$2.00 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, ALEXANDRA BUILDING, Des Voeux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate will thereafter be held by the Company as Null and Void.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 5th April, 1906. [811]

**POSTPONEMENT.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND POOCHOW.**  
**THE Company's Steamship.**

**"HAICHING."**  
Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 6th inst., at 10 A.M., instead of as previously advertised.  
For Freight or Passage, apply to  
**DOUGLAS LAPELLE & CO.,**  
General Managers.  
Hongkong, 4th April, 1906. [808]

**NORDEUTSCHER LLOYD, BREMEN.**

**NOTICE.**  
**STEAM FOR KUDAT AND SANDAKAN.**  
Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.  
**THE Company's Steamship.**

**"BORNEO."**  
Captain F. Sombill (ready to load on THURSDAY, 12th inst.), will leave on SATURDAY, the 14th inst., at 9 A.M.  
For Freight or Passage, apply to  
**NORDEUTSCHER LLOYD, MELCHERS & CO.,**  
Agents.  
Hongkong, 4th April, 1906. [805]

**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
**THE Steamship.**

**"SENECA."**  
Captain Grimes, will be despatched as above on or about the 4th May.  
For Freight or other information, apply to  
**STANDARD OIL COMPANY OF NEW YORK,**  
Oriental Freight Department, Hotel Mansions.  
Hongkong, 5th April, 1906. [812]

**BROCKLEBANK LINE TO THE FAR EAST.**

**NOTICE TO CONSIGNEES.**

**FROM ANTWERP, LONDON AND SINGAPORE.**

**THE Steamship.**  
**"AMER."**  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.  
Optional Cargo will be discharged here unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 11th April, or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th April, will be subject to rent.  
Bills of Lading will be countersigned by  
**SANDER, WILDER & CO.,**  
Agents.  
Hongkong, 4th April, 1906. [813]

**NOTICE TO CONSIGNEES.**  
**THE P. & O. S. N. Co.'s Steamship.**

**"MANILA."**  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c.  
Italy.  
Optional goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 4th April, 1906. [1]

**NEW ADVERTISEMENT**

**NOTICE TO CONSIGNEES.**

**"GLEN" LINE OF STEAMERS.**  
FROM MIDDLESBORO, ANTWERP AND LONDON.

**THE Steamship.**

**"GLENROY."**  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before Noon TO-DAY.  
Goods not cleared by the 10th inst. will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.  
No claims will be recognized if not presented within 14 days of the ship's arrival.  
**MCGREGOR BROS. & GOW,**  
Hongkong, 4th April, 1906. [807]

**INTIMATIONS.**  
WANTED.

**AT ONCE, JUNIOR SHIPPING CLERK,** with Knowledge of Accounts, for Merchants' Office in Hongkong. Reply stating Age, Experience, and Salary required to—  
Care of Daily Press Office.  
Hongkong, 4th April, 1906. [809]

**LESSONS.**

**LESSONS GIVEN IN THE PEKIN and CANTONESE DIALECT,** by arrangement with the undersigned.  
Terms very moderate.  
Apply to—  
**C. WAI,**  
Address 14, Gilman Bazaar, Ground-floor.  
Hongkong, 29th March, 1906. [745]

**DEVONIAN SOCIETY.**

**THE ANNUAL DINNER** will be held at the HONGKONG HOTEL, at 8 o'clock P.M., on SATURDAY, the 7th April, 1906. Members wishing to be present and Devonians wishing to join the Society are requested to communicate with—  
**MOWBRAY S. NORTHCOOTE,**  
Hon. Secretary.  
Care of Hongkong Club.  
Hongkong, 20th March, 1906. [679]

**OFFICIAL or any Class of DOCUMENTS.**  
Codes, Price Lists, Programmes, Accounts, Ornamental Writing, &c., &c., (including fac simile music) can be undertaken by a careful and experienced CALLIGRAPHER who desires either a temporary or a permanent appointment (preferable).  
Further particulars, please apply by letter to  
The "MIRIAN,"  
Care of "Daily Press" Office.  
Hongkong, 31st March, 1906. [749]

**IT IS HEREBY NOTIFIED** that a MEETING of His Majesty's POLICE MAGISTRATES and JUSTICES of the PEACE for the Colony will be held at the MAGISTRATE, at 2 P.M., on MONDAY, the 9th April, 1906, for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, viz.—

1. To permit one JOSEPH HENRY NEWBOLD to remove the business now carried on by him under an Adjunct Licence on premises numbered 51, Des Voeux Road Central, under the sign of "THE OWL GRILL ROOM" to premises numbered 47 and 49, Des Voeux Road Central.
  2. To transfer from one ANTONIO FONSECA to ALBERT W. SLATON the Adjunct Licence to sell by retail intoxicating Liquors on premises numbered 13, Queen's Road Central, under the sign of "THE NEW CONNAUGHT HOTEL."
- F. A. HAZELAND,**  
Police Magistrate.  
Hongkong, 29th March, 1906. [780]

**MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)**

**COAL DEPARTMENT**  
MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"  
which applies to all Branch Offices and Hongkong and Shanghai Agencies.  
All Letters Addressed—  
**MANAGER, MITSU BISHI CO.,** with name of place under.  
**BRANCH OFFICES:—**  
HONGKONG: H. U. JEFFRIES.  
MANILA: MACDONALD & CO.  
YOKOHAMA: Y. K. GEARING & CO.  
YOKOHAMA: M. ARADA.  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies, the Imperial Armies, the Imperial Railways, San'yō, Kiushū and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

**EXPORTERS OF COAL** to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.  
**SOLE PROPRIETORS** of Takashima, Ochi, Shinjō, Nambu and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.  
Sole Agents for Kigyo, Komatsu (Tagawa) and Yashimochi Coal (Karatsu).  
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.  
Coal sold in 1904 by the Company amounted to 1,520,000 tons.

**TAKASHIMA COAL**  
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 15th February, 1905. [108]

**NOTICES OF FIRMS**

**NOTICE.**

**THE INTEREST AND RESPONSIBILITY** of Mr. RANKIN LESLIE in our Firm Cashed on 31st March, 1906.  
**GRANT & LESLIE,**  
Hongkong and Canton.  
Hongkong, 4th April, 1906. [789]

**THIS is to GIVE NOTICE** Messrs. REUTER, BROCKELMANN & Co. have been appointed Agents for the New YORK LIFE INSURANCE CO. in Hongkong.  
**M. F. BAYARD,**  
Resident Secretary for China.  
Hongkong, 3rd April, 1906. [778]

**THE MITSU BISHI GOSHI-KWAISHA** hereby give Notice that they have established a BRANCH Office at this Port, from 1st April, and have appointed Mr. T. MATSUKI as Manager.  
**MITSU BISHI GOSHI-KWAISHA,**  
Hongkong, 1st April, 1906. [772]

**FROM DATE** and during our Mr. MITCHELL'S Absence from the Colony, Mr. FRANK LAMBERT will have Charge of our Business at this Port, and is Authorized to Sign our Firm Per Procuration.  
**CALDBECK, MACGREGOR & CO.,**  
Hongkong, 2nd April, 1906. [773]

**NOTICE.**

**THE PARTNERSHIP OF BENJAMIN, KELLY & POTTS** has been dissolved by agreement of time, and Messrs. S. S. BENJAMIN and G. H. POTTS have been appointed Liquidators in Shanghai and Mr. E. S. KADOORIE as Liquidator in Hongkong, and they are respectively empowered to receive all monies due to and to pay all monies owing by the late firm of BENJAMIN, KELLY & POTTS. The successors of the Firm are Messrs. S. S. BENJAMIN and G. H. POTTS, in Shanghai, and Messrs. E. S. KADOORIE & Co. in Hongkong, who are prepared to carry on BROKERAGE Business as heretofore.  
**E. S. KADOORIE,**  
Hongkong, 31st March, 1906. [774]

**THE CHINA-BORNEO CO., LIMITED.**

**DURING** my Temporary Absence from the Colony, Mr. H. W. KENNETT will act as GENERAL MANAGER of the above Company.  
By Order of the Consulting Committee.  
**J. WHEBLEY,**  
General Manager.  
Hongkong, 27th March, 1906. [741]

**PUBLIC COMPANIES**

**THE CHINA LIGHT AND POWER COMPANY, LIMITED.**

**THE FIFTH ORDINARY ANNUAL MEETING** of Shareholders of the Company will be held in the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 7th April, 1906, at 11.45 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th, April, 1906, both days inclusive.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 24th March, 1906. [719]

**PHILIPPINE COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the Shareholders of PHILIPPINE CO., LIMITED, will be held at the Office of the NATIONAL BANK OF CHINA, LTD., Queen's Road, Hongkong, on WEDNESDAY, the 11th day of April, 1906, at 3.15 P.M., when the Subjunct Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution to a SECOND EXTRAORDINARY MEETING which will be subsequently convened—  
**RESOLUTION.**  
That the firm of Messrs. F. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company; that the places of Messrs. BENJAMIN, KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

**BENJAMIN, KELLY & POTTS,**  
General Managers.  
Hongkong, 31st March, 1906. [761]

**THE YANGTSE INSURANCE ASSOCIATION, LTD.**

**NOTICE TO SHAREHOLDERS.**

**THE SIXTEENTH ORDINARY GENERAL MEETING** of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on WEDNESDAY, the 18th April, 1906, at 4.30 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor for the next year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.  
The TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 18th April, 1906, both days inclusive.  
Members holding proxies for absent Shareholders must deposit same with the Acting SECRETARY for registration at least Forty-eight hours before the Meeting.  
By Order of the Board of Directors.  
**F. A. CUMMING,**  
Acting Secretary.  
Shanghai, 24th March, 1906. [804]

**UNION INSURANCE SOCIETY OF CANCUN, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDING, Hongkong, on SATURDAY, the 22nd April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividend, etc.  
The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 28th April, both days inclusive.  
By Order of the Board,  
**W. J. SAUNDERS,**  
Secretary.  
Hongkong, 3rd April, 1906. [802]

**AUCTIONS**

**PUBLIC AUCTION.**

**THE Undersigned** has received instructions to sell at Public Auction for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street.  
**TO-DAY (THURSDAY),**  
the 5th April, 1906, at 11 A.M.,  
A Fine Assortment of LADIES' HATS, LADIES' UNDERWEAR, both Hand and Machine-Made and other MILLINERY GOODS.  
Also  
A Handsome Collection of BLACKWOOD FURNITURE;  
And  
APOTHECARIES' and GROCERIES' SCALES, FISHING LINE, &c., &c.  
Terms—As usual.  
**F. KIENE,**  
Auctioneer.  
Hongkong, 3rd April, 1906. [792]

**PUBLIC AUCTION.**

**THE Undersigned** has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland, On SATURDAY and MONDAY, the 7th and 9th April, 1906, at 2.30 P.M., A VALUABLE LOT OF PEKIN CURIOS, Some very Old and Rare Pieces.  
Terms—As usual.  
Catalogues will be issued.  
**F. KIENE,**  
Auctioneer.  
Hongkong, 2nd April, 1897. [782]

**PUBLIC AUCTION.**

**THE Undersigned** has received instructions to sell by Public Auction On WEDNESDAY, the 11th April, 1906, at 12 o'clock Noon, at his SALES ROOMS, DUNDALL STREET, In Two Lots,  
**THE GERMAN STEAMER "DECIMA"** (wrecked off Cape Cami, Hainan Island), With SUNDRY APPURTENANCES, STORES, ANCHORS, CHAINS, etc., etc.  
And  
About 1,900 Tons COAL (the Cargo of above Steamer).  
Terms—Cash on fall of Hammer. Both Lots to be at purchaser's risk on fall of Hammer.  
For further particulars, apply to  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 4th April, 1906. [803]

**INSURANCES**

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

**TOTAL FUNDS AT 31st DECEMBER, 1904**  
£17,181,299.  
I. AUTHORIZED CAPITAL.....£23,000,000  
SUBSCRIBED CAPITAL.....2,750,000  
PAID-UP CAPITAL.....687,500 0 0  
II. FUND.....3,001,268 12 9  
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 30th June, 1905. [1587]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.**

**THE Undersigned** having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [113]

**CANADA ACCIDENT ASSURANCE CO.**  
HEAD OFFICE, MONTREAL.

**THIS COMPANY** issues the most liberal and clearest policy ever offered in the East. Double benefits for Travel Accidents. Fever, Typhoid, and Smallpox Covered. Policies written HERE, in any currency.  
HONGKONG OFFICE:—  
14, Des Voeux Road Central.  
**GRANT & LESLIE,**  
General Agents.  
Hongkong & South China.  
Hongkong, 1st April, 1906. [777]

**L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.**

**THE Undersigned** having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.  
**SIEMSEN & CO.,**  
Hongkong, 1st January, 1904. [2]

**HONGKONG BUSINESS DIRECTORY.**

**BOOKBINDING.**  
**DAILY PRESS" OFFICE.**  
The only office in China having European taught workmen Equal to Home work.

**IRON MERCHANTS.**

**SINGON & CO.,**  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.  
35 & 37, Hing Loong Street.  
(1st Street West of Central Market). Telephone No. 515.

**PHOTOGRAPHER**

**M. MUMEYA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and also coloring Photos and artist Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

**PRINTING.**  
**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

**STOREKEEPERS**

**KWONG SANG & CO.,**  
Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.  
57 & 59, Connaught Road, New Praya Central.

**TO LET**

**TO LET.**

**NEW "KINGSCLERE" with Stables** entrances in both Kennedy and Macdonnell Roads.  
For full particulars, apply to—  
**LINSTEAD & DAVIS,**  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [82]

**EUROPEAN FLATS** To Lot No. 45 & 46, Elgin and Garden Road, Kowloon. Bathrooms, servants' quarters, Gas and Water laid on.  
Apply to—  
**H. RUTTONJEE,**  
No. 5, D'Aguilar Street, Hongkong, or No. 37, Elgin Road, Kowloon.  
Hongkong, 2nd April, 1906. [789]

**TO LET.**  
(FROM JUNE, 1906).

**NO. 2, ANTRIM VILLAS,** Des Voeux Road, Kowloon. A Five-Roomed House Apply to—  
**HUGHES & HUGH,**  
8, Des Voeux Road.  
Hongkong, 8th March, 1906. [582]

**TO LET.**

**NO. 5, SEYMOUR TERRACE.**  
Apply to—  
**WONG KAM FUK,**  
Hongkong & Kowloon Wharf & Godown Co. Hongkong, 10th March, 1906. [607]

**TO LET.**

**IN KOWLOON,** for 4 months; Furnished House, containing 4 Rooms. Electric Lights and Fans, and plenty of conveniences for house-keeping. Also 2 Furnished Rooms with or without board.  
Write to—  
Care of "Daily Press" Office.  
Hongkong, 30th March, 1906. [732]

**TO LET.**

**NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.**  
1st and 2nd FLOOR No. 12, Queen's Road Central.  
Kowloon Marine Lot 47 with Wharf.  
Apply to—  
**LEIGH & ORANGE,**  
1, Des Voeux Road.  
Hongkong, 29th March, 1906. [501]

**TO LET.**

**TWO LARGE OFFICES** on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.  
Apply to—  
**WONG CHEE SANG,**  
Care of Yee Sang Fat & Co.  
Hongkong, 30th November, 1905. [107]

**TO LET.**

**NO. 1, DES VOEUX VILLAS, Peak.**  
Nos. 5, 6 & 21, BELILIOS TERRACE.  
No. 2, DES VOEUX VILLAS, PEAK No. 4, ALBANY.  
Nos. 6 & 7, Des Voeux Villas, Peak.  
Furnished for 6 months. With Electric Light and Fan.  
"BROCKELMANN" PEAK, from 1st March, 1906.  
"CLOVELLY," PEAK ROAD, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.  
24, BELILIOS TERRACE, Corner House.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.  
2nd FLOOR in Central position, containing Four large Rooms, Ante-room and Lavatory &c., with use of Electric Lift. Well suited for Offices.  
Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 7th February, 1906. [183]

**TO LET.**

**GODOWN, No. 3, NEW PRAYA, Kennedy Town.**  
Apply to—  
**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 28th June, 1905. [78]

**TO LET.**

**NO. 74, CAINE ROAD.**  
No. 2, MACDONNELL ROAD.  
GODOWN (Small) No. 32A, Praya East.  
Apply to—  
**COMPTON'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [80]

**TO LET.**

**IN HOTEL MANSTONS,** a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed.  
Apply—  
Care of Box 22 G.P.O.  
Hongkong, 29th March, 1906. [678]

**TO LET.**

**TWO GODOWNS,** at East Point, close to the Water, suitable for the Storage of any Cargo.  
Floor Area, 6,100 square feet each.  
Apply to—  
**JARDINE, MATHESON & CO.,**  
Hongkong, 20th January, 1906. [256]

**TO LET.**

**HOUSES IN AUSTIN AVENUE, Kowloon.**  
"STOLZENFELS," PEAK. Bungalow and Tennis Court. From 1st May next.  
Two ROOMS in HOTEL MANSTONS, with Bathroom; suitable for married couple. Rent moderate.  
No. 4, SALISBURY AVENUE, Kowloon.  
No. 7, EAST TERRACE, Kowloon. Furnished. For 4 months from 1st of May next.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LD.,**  
Agents.  
Hongkong, 4th April, 1906. [390]

**TO LET.**

**TOP FLOOR (5 Rooms) 19, Queen's Road, (above Messrs. GREGOR & Co.'s Offices). FIRST FLOOR (4 Rooms), YORK BUILDING.**  
Apply to—  
**KELLY & WALSH, LD.**  
Hongkong, 10th February, 1906. [398]

**TO LET**

**TO LET—IN KOWLOON.**

**NO. 5, LYHEMOON VILLAS.** A Four-Roomed House with joint use of Tennis Court. Possession from 1st April next. Rent \$100 per month, including four taxes.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 12th March, 1906. [615]

**TO LET.**

**ONE ROOM** on the Second Floor of No. 1, QUEEN'S BUILDINGS, Facing the Praya.  
Apply to the OSAKA SHOSHEN KAISHA.  
Hongkong, 2nd April, 1906. [770]

**TO LET.**

**NO. 7, MOSQUE TERRACE.**  
Possession on the 1st May, 1906.  
Apply to—  
No. 1, MOSQUE TERRACE.  
Hong







## SHIPPING.

## ARRIVALS.

AMERICA, British steamer, 2,500 T. Hall, 4th April—Singapore 25th March, General.  
 Sander, Weller & Co.  
 BORNEO, German str., 1,200, Semhill, 4th April—Sandakan 25th Mar., General.  
 Melchers & Co.  
 COLUMBIA, Japanese steamer, 2,193, K. Soyoda, 4th April—Moji, 30th March, General.  
 Nippon Yusen Kaisha.  
 DAIJI MARU, Japanese str., 857, Ohta, 4th April—Tientsin, Amoy and Swatow 3rd April, General.  
 Osaka Shosen Kaisha.  
 GLENKAY, British str., 3,141, Temporely Darke, 4th April—Singapore 25th Mar., General.  
 McGregor, Bros & Co.  
 HAICHING, British str., 1,267, Hodgins, 4th April—Coast Ports 3rd April, General.  
 Douglas LaPraik & Co.  
 MANILA, British str., 2,711, A. W. Anderson, 4th April—Amoy 11th Feb., General.  
 P. & O. S. N. Co.  
 TYRRELL, Norwegian str., 1,008, H. Wilson, 4th April—Saigon 25th March, General.  
 Hamburg-Amerika Linie.  
 TAIYUAN, British str., 1,430, L. Dawson, 4th April—Sydney 12th March and Manila 2nd April, General.  
 Butterfield & Swire.

## CLEARANCES.

At the Harbour Master's Office.  
 April 4th.  
 Cradock, British str., for Chefoo.  
 Macerian, Grange, British str., for Vstock.  
 Talsman, Norwegian str., for Singapore.

## DEPARTURES.

April 4th.  
 HALLEROPHON, British str., for Shanghai.  
 JAGNY, Norwegian str., for Canton.  
 HOANGHO, French str., for Shanghai.  
 MAIDZURU MARU, Japanese str., for Swatow.

## SHIPPING REPORTS.

The British str. *Glenway* reports: Moderate N.E. monsoon; fair weather generally.  
 The British steamer *Ceylon* reports: The weather throughout has been exceptionally fine.

## VESSELS IN DOCK.

April 4th.  
 ABERDEEN DOCK.—*Battenhall*, *Talsman*, *Kowloon*, *Yokohama*, *U.S.S. Barry*, *Hana*, *Ching*, *Ben Yok*, *Haindel*, *City of Birmingham*, *U.S.S. Bainbridge*, *Brand*, *Montcalm*, *Anglin*.  
 COLUMBIAN DOCK.—*Pho Nang*.

## VESSELS ON THE BERTH

BROCKLEBANK LINE TO THE FAR EAST.  
 STEAM TO SHANGHAI, KOBE AND YOKOHAMA.  
 The Company's Steamship.

"AMBER."  
 Captain W. T. Hall, will leave for the above places TO-DAY, the 5th April, P.M.  
 For Freight or Passage, apply to  
 SANDER, WELDER & Co., Agents.  
 Hongkong, 30th March, 1906. [761]

FOR SHANGHAI & VLADIVOSTOCK  
 (Taking Cargo at Through Rates to Tientsin and Chemulpo.)

THE Steamship  
 "LOONGMOON."  
 Captain F. Kalkofen, will be despatched for the above Ports TO-MORROW, the 6th inst., at 3 P.M.  
 This Steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 SIEMSEN & Co., Agents.  
 Hongkong, 3rd April, 1906. [793]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
 "OCEANA."  
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. *Maryport*, 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all-cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due to London on 19th May.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 29th March, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at Manila, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
 "EMPIRE."  
 Captain Helms, will be despatched for the above Ports on SATURDAY, the 28th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 3rd April, 1906. [797]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPTH
LONDON & ANTWERP, via SINGAPORE, &c.	OCEANA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP	JAGNY	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	BALUBROPHON	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.
MARSEILLES & HAMBURG	ARMAND BEHIC	Fr. str.	—
BRIMEN, via PORTS OF CALL	JETHIA	Ger. str.	k.w.
ODDESSA DIRECT	P. K. LUTIPOLD	Ger. str.	k.w.
HAYRE, BREMEN & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	SENEGAMBA	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	SEGUTIA	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	C. FELD, LAHISZ	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.
HAYRE & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.
GENOA, MARSEILLES & LIVERPOOL	MACHAON	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	HECTOR	Brit. str.	1 m.
NEW YORK via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL	ANDAWADI	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL	SENEG	Brit. str.	—
SEATTLE via SHANGHAI & JAPAN	VANDALIA	Ger. str.	k.w.
SEATTLE via SHANGHAI & JAPAN	ATHEANIAN	Brit. str.	1 m.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	2 m.
TEUCER	TEUCER	Brit. str.	1 m.
SHAWWUT	SHAWWUT	Am. str.	—
DAKOTA	DAKOTA	Ger. str.	—
NUMANTIA	NUMANTIA	Brit. str.	—
DAKOTAN	DAKOTAN	Brit. str.	—
CHINGFAO	CHINGFAO	Brit. str.	1 m.
EMPIRE	EMPIRE	Brit. str.	—
PRINCE SIGISMUND	PRINCE SIGISMUND	Ger. str.	—
MANILA	MANILA	Brit. str.	—
CEYLON	CEYLON	Brit. str.	—
PRINCE SIGISMUND	PRINCE SIGISMUND	Ger. str.	—
TAIYUAN	TAIYUAN	Brit. str.	1 m.
KASHING	KASHING	Brit. str.	1 m.
ESANG	ESANG	Jap. str.	—
ANGING MARU	ANGING MARU	Ans. str.	—
DEVANHA	DEVANHA	Brit. str.	—
YOHONG	YOHONG	Brit. str.	1 m.
LOONGMOON	LOONGMOON	Ger. str.	—
TINGSANG	TINGSANG	Brit. str.	—
PEKIN	PEKIN	Brit. str.	—
SHOSHU MARU	SHOSHU MARU	Jap. str.	—
SHAOHONG	SHAOHONG	Brit. str.	1 m.
CHINGRIANG	CHINGRIANG	Brit. str.	1 m.
DAIJIN MARU	DAIJIN MARU	Jap. str.	—
DAIGI MARU	DAIGI MARU	Jap. str.	—
MAIDZURU MARU	MAIDZURU MARU	Jap. str.	—
PAIMBUOTTA	PAIMBUOTTA	Brit. str.	—
HAICHING	HAICHING	Brit. str.	2 m.
ZAFIRO	ZAFIRO	Brit. str.	—
LOONGMOON	LOONGMOON	Brit. str.	1 m.
TEAN	TEAN	Brit. str.	—
RUBI	RUBI	Brit. str.	—
MAUNGRO	MAUNGRO	Brit. str.	—
BOBRO	BOBRO	Brit. str.	—
CHUNJANG	CHUNJANG	Brit. str.	—
NAMJANG	NAMJANG	Brit. str.	—
SHAT ALUM	SHAT ALUM	Brit. str.	—
CAPEI	CAPEI	Brit. str.	—
TYIMAH	TYIMAH	Dut. str.	—

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
 FOR SINGAPORE, SOURABAYA and "CHUNSAUNG" Friday, 8th April, 3 P.M.  
 SAMARANG "TINGSANG" Friday, 8th April, 3 P.M.  
 SHANGHAI "LOONGMOON" Friday, 8th April, 4 P.M.  
 MANILA "MAUSANG" Saturday, 7th April, 3 P.M.  
 SANDAKAN via KUDAT "NAMSANG" Tuesday, 10th April, 3 P.M.  
 SINGAPORE, PENANG & CALCUTTA "ESANG" Wednesday, 11th April, 3 P.M.  
 TIENTSIN  
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.  
 Taking Cargo on Through Bills of Lading to Lahad Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO., GENERAL MANAGERS.  
 Hongkong, 29th March, 1906.

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:  
 "DAKOTA," Captain E. FRANKS, On MONDAY, 23rd APRIL, 1906.  
 "MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.  
 These Steamers are furnished with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to & from Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to  
 NIPPON YUSEN KAISHA, AGENTS.  
 Hongkong, 20th December, 1905.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Days Across the Pacific to the "EMPEROR LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)  
 LEAVE HONGKONG ARRIVE VANCOUVER.  
 R.M.S. "ATHENIAN" 3,882 Tons ... WEDNESDAY, 11th April ... 5th May.  
 "EMPEROR OF INDIA" 6,000 ... WEDNESDAY, 18th April ... 9th May.  
 "MONTEAGLE" 5,500 ... WEDNESDAY, 2nd May ... 26th May.  
 "EMPEROR OF JAPAN" 6,000 ... WEDNESDAY, 9th May ... 30th May.  
 "TARTAR" 4,425 ... WEDNESDAY, 23rd May ... 16th June.  
 "EMPEROR OF CHINA" 6,000 ... WEDNESDAY, 30th May ... 20th June.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class, via St. Lawrence 280; via New York 252.  
 Intermediate on Steamers ... 240, ... 242.  
 and 1st Class Rail ... 242.  
 R.M.S. "MONTEAGLE" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amusements. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila via Amoy	On 7th April, 10 A.M.
RUBI	2540	R. Almond	Manila	On 14th April, Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 29th March, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information, apply to  
 SHEWAN TOMES & CO., GENERAL AGENTS.  
 Hongkong, 11th December, 1905. [19]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR NEW YORK via PORTS AND SUEZ CANAL.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

FOR SHANGHAI, MANILA, YOKOHAMA, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## VESSELS ON THE BERTH

## BRITISH INDIAN STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

THE Company's Steamship

"PALAMCOTTA."

Captain T. P. Babb, will be despatched as above on SATURDAY, the 7th inst., at DAY-LIGHT.

For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Agents.  
 Hongkong, 3rd April, 1906. [794]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAHRAIN also BASORAH, VALENTIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Belsito, will be despatched as above on TUESDAY, the 10th April, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co., Agents.  
 Hongkong, 30th March, 1906. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1906

"SHIMOSA" ... 10th April.  
 "DEN OF KELLY" ... 17th April.

For Freight and further information, apply to  
 DODWELL & CO., LD., Agents.  
 Hongkong, 3rd March, 1906. 213

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC."

Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 17th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" ... 1st May.  
 S.S. "POLYNESIE" ... 13th May.  
 S.S. "CALEDONIE" ... 29th May.  
 S.S. "SALAZIE" ... 12th June.

For Freight or Passage, apply to  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 4th April, 1906. [2]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO via PORTS.

THE Steamship

"DAKOTAH."

will be despatched for the above Ports on WEDNESDAY, the 25th April.

For Freight or Passage, apply to  
 SHEWAN, TOMES & CO., Agents.  
 Hongkong, 9th March, 1906. 391

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

With liberty to call at the Malabar Coast.

THE Steamship

"INDRAWADI."

Captain R. Hill, will be despatched as above on or about the 26th April.

If sufficient inducement is offered.

For Freight, apply to  
 JARDINE, MATHESON & Co., Agents.  
 Hongkong, 31st March, 1906. 766

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R., will be despatched from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8:30 A.M. Departs from Macao on Week Days about 2:30 P.M. and on Sundays at 6:30 P.M. if tide permits.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Meals can be had on board.

Tiffin and Dinner



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FROM LONDON AND CONTINENT.  
MONTHLY SAILINGS FROM LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HUMBATA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DEPART
GLASGOW and LIVERPOOL	"CALCHAS"	On 5th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 14th April.
GLASGOW and LIVERPOOL	"TEUCER"	On 14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

### EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"TEUCER"	On 18th April.
HAMA	"TYDEUS"	On 18th May.

### WESTWARD.

FROM	STEAMERS	DEPART
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"NINGHOW"	On 25th April.
	"YANGTSE"	On 25th May.

For Freight, apply to—

BUTTERFIELD & SWIRE.

Hongkong, 20th March, 1906.

AGENTS.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YCHOOW"	On 7th April.
MANILA	"TEAN"	On 10th April.
NINGPO and SHANGHAI	"CHINGKIANG"	On 11th April.
SHANGHAI	"SHACHING"	On 11th April.
YOKOHAMA and KOBE	"TAIYUAN"	On 11th April.
TIENTSIN	"KASHING"	On 12th April.
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 20th April.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Stewardess in charge.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th March, 1906.

(11)

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
* TAMSUI VIA SWATOW AND AMOI	"DAIWIN MARU"	SUNDAY, 8th April, at 10 A.M.
* TAMSUI VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 15th April, at 10 A.M.
* SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ANPING MARU"	FRIDAY, 6th April, A.M.
* SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU"	TUESDAY, 10th April, A.M.
* ANPING VIA SWATOW AND AMOI	"MAIDZU MARU"	WEDNESDAY, 18th April, A.M.

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
8, Des Voeux Road Central.

Hongkong, 29th March, 1906.

T. ARIMA, Manager.

(14)

# HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE  
LYRIANS, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
* SCANDIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 10th April	Freight.
SLAVONIA	ODDESSA Direct	About 11th April	Freight.
SENEGAMBIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th April	Freight.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 2nd May	Freight.
JSTRIA	MARSEILLES and HAMBURG (Calling at Singapore, Penang and Colombo)	On 8th May	Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 16th May	Freight.
SITHONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th May	Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 14th June	Freight.
VANDALIA	NEW YORK (Calling at Singapore, Penang and Colombo)	On 6th May	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified  
doctor and stewardess are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE, KISS BUILDING.

(12)

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZITEN	WEDNESDAY 4th July
GNISENAU	WEDNESDAY 18th July
HAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September

ON WEDNESDAY, the 11th day of APRIL, 1906, at Noon, the Steamship  
"PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MAILED PASSEN-  
GERS, SPECIAL CARGO, will leave for NAPLES, GENOA and BREMEN.  
Shipping Orders will be granted till Noon, on MONDAY, the 9th April. Cargo ac-  
ceptance will be received on Board until 5 P.M. on TUESDAY, the 10th April, and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 10th April.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ  
via NAPLES, GENOA OR GIBRALTAR return 115 0 0 44 0 0 26 0 0  
via BREMEN OR SOUTHAMPTON return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
In the event of the VOYAGE IN INDIA:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

### VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	TONS	SAILING DATES
PRINZ SIGISMUND	3302 tons	TUESDAY, 1st May.
WILHELM	4763 tons	TUESDAY, 29th May.
PRINZ WALDEMAR	3227 tons	TUESDAY, 26th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Mailed Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	return \$30.00
TO NEW GUINEA	\$23.00	\$18.00	return \$23.00
TO BRISBANE	\$23.00	\$18.00	return \$23.00
TO SYDNEY	\$23.00	\$18.00	return \$23.00
TO MELBOURNE	\$23.00	\$18.00	return \$23.00
TO YOKOHAMA	\$30.00	\$20.00	return \$30.00
TO KOBE	\$30.00	\$20.00	return \$30.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA by the C.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
YOKOHAMA and KOBE	PRINZ SIGISMUND ... Tuesday, 10th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN ... Wednesday, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH ... Wednesday, 23rd April.

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—  
To London via Plymouth or Southampton ... 1st Class  
To Bremen ... 2nd Class  
To Paris via Cherbourg ... 3rd Class  
To Naples, Genoa via Gibraltar ... 4th Class

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

(5)

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

### PROPOSED SAILINGS FROM HONGKONG FOR

### VICTORIA, B.C. AND TACOMA

### VIA

### MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,696	E. V. Roberts	On 28th April

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTORS AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
a cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 22nd February, 1906.

(7)

## VESSELS ON THE BERTH

### TOYO KISEN KAISHA.

### SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
and South American Ports.

The Company's Chartered Steamship

"GLENFARG,"  
will be despatched for CALLAO  
(Peru) and IQUIQUE (Chili) on or about 10th  
April, 1906, at Noon.

Also taking freight to other Eastern Coast  
Ports of South America transhipping to the  
Connecting Lines.

For further information as to Freight and  
Passage apply to

### K MATSUDA.

### YOKO BUILDING.

Hongkong, 3rd April, 1906.

FOR SINGAPORE & CALCUTTA.

## THE Steamship

"SHAH ALLUM,"  
expected here about the 10th inst. from Kobe,  
will be despatched on the 13th inst. for the  
above Ports.

Will also call at Rangoon if sufficient inducement  
offered.

For Freight and Passage, apply to  
A. A. ESSABROY.

Hongkong, 3rd April, 1906.

## SHIPPING IN PORT.

### STEAMERS.

ALDERSHOT, British str., 1,354, W. W. Adam,  
16th March—Fremantle (W.A.) 25th Feb.  
Sunderland—Bradley & Co.  
ANDERSON, German steamer, 1,620,  
Chr. Kumpel, 20th March—Bangkok 14th  
March—Kobischang 18th, General—Butter-  
field & Swire.  
ANGON, German steamer, 1,100, Reimers, 20th  
March—Bangkok 22nd March, General—  
Butterfield & Swire.  
ANPING MARU, Jap. str., 1,638, M. Shiraki,  
3rd April—Shanghai 26th March, General—  
Onaka Shosha Kaisha.  
APENADE, German str., 511, Ganthard, 31st  
March—Fakhoi 28th March and Hoihow  
30th, General—Jensen & Co.  
ATHLETIC, British str., 2,200 Robinson, 3rd  
April—Vancouver via Shanghai 31st Mar.,  
General—C. P. R.  
BAN-YEK, American str., 900, Fabregas, 19th  
March—Loilo 14th March, Sugar—Order.  
BARBA, British str., 2,494, G. H. Doty, 30th  
March—Cardiff 15th February, Coal—  
Admiralty.

BATTEN HALL, British str., 1,474, C. W. Raison,  
23rd March—Moji 15th March, Coal—  
Doddwell & Co.

BENVENUE, British str., 2,595, R. Krohn, 31st  
March—London via Straits 17th February,  
General—Gibb, Livingstone & Co.

BINH THUAN, French steamer, 2,000, Ribaut,  
13th February—Wakamatsu 7th February,  
General—Bradley & Co.

BRAEMAR, British str., 2,316, S. L. Saxby, 30th  
March—Moji 24th March, Coal—Mitsui  
Bussan Kaisha.

BRAVO, Norwegian str., 1,520, M. Evensen, 22nd  
March—Chinkiang 14th March, General—  
Chinese.

CARL DIEDERICHSEN, German str., 714, H.  
Schubert, 2nd April—Haiphong 29 Mar.  
and Hoihow 1st April, General—Jensen  
& Co.

CARSTEN, Norwegian str., 775, John Martin, 3rd  
April—Fookchow 1st April, General—Geo.  
McBain.

CHIRUTO, British steamer, 1,459, J. McD.  
Horne, 21st March—Singapore via ports  
11th Feb., General, Flour—Butterfield &  
Swire.

CHOWPA, German str., 1,055, F. Spiess, 25th  
March—Bangkok 21st March, Rice—  
Butterfield & Swire.

CHUNSHAN, British str., 1,417, R. Cox, 2nd  
April—Sourabaya 21st March, Sugar—  
Jardine, Matheson & Co.

CITY OF BIRMINGHAM, British steamer, 140,  
Watson, 31st March—Hainan 29th March,  
General—Jensen & Co.

COWLEY, British str., 3,155, A. F. M. Donnell,  
3rd April—Singapore 27th Mar., General—  
Arnold, Karberg & Co.

CEANLEY, British str., 2,08, W. E. Steele, 25th  
March—Durban 28th Feb., General—Gibb,  
Livingstone & Co.

DAINI KOTOHIMA MARU, Japanese str., 4,167,  
T. Arai, 21st Mar.—Nagasaki and Kobe via  
Karatsu, Coal and General—Bismark & Co.

DAIJI TIAN MARU, Japanese str., 3,000, K. Ikon  
30th March—Rangoon 17th March, Rice—  
Doric, British str., 1st April—Shanghai 29th  
March, General—O. & S. N. Co.

DOS HERMANOS, American str., M. Morales,  
31st Mar.—Manila 27th March, General—  
Order.

ELIZABETH RICKMERS, German str., 987, H.  
Boefuhr, 3rd April—Bangkok 25th March,  
Rice and General—Butterfield & Swire.

FALK, Norwegian str., 1,250, G. W. Gundersen,  
30th March—Moji 29th March, Coal—  
Sander, Wier & Co.

FERNENDE, British steamer, 2,448, Fisher, 28th  
March—Karatsu 22nd March, Coal—  
General.

GENERAL FRI, Dutch str., 300, P. Ponssen,  
5th March—Muntok via Pakhoi and Hoi-  
how 21st Feb., Wood and Coals—Java-  
China-Japan Lijn.

GLENGLADE, British str., 2,399, W. T. Larking,  
18th March—Singapore 13th March,  
General—Order.

HAILAN, French str., 373, L. Anderson, 23rd  
March—Fakhoi via Hoihow 21st March,  
General—A. R. Marty.

HANOT, French str., 739, P. Merles, 8th March  
Manila 4th March, Ballast—A



